Inlet air diffuser control

### Toward ever-better jet engine performance

THE AERODYNAMIC DESIGN of engine inlet diffusers for supersonic aircraft poses increasing problems as mach number advance.

bers advance.

Fixed diffusers designed for optimum herseure recovery at a given high match pressure recovery at a given high many be so ineflicient at a slower mach number as to render it impossible mach number as to reach its design speck. For the aircraft to reach its design speck of the aircraft or reach its design at the control of the control

One solution for aircraft designee to operate over this wide special rungs is the variable inlet diffuser. Such a diffuser, sourcrafted to the proper parameters to achieve maximum pressure recovery and mass air flow matched to engine requirements, insure optimum engine performance at all much numbers.

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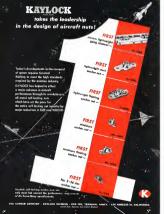
The control of inlet air flow is another

Jet Age problem being solved at Honeywell.

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Aeronautical Division
2600 Ridgway Road, Mineropolis 13, Mine.









### B.F. Goodrich successfully develops world's first 300 mph airplane Tubeless Tire

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> both Associate Com. A Machine. 134 \$3,717 copes of this case printed ANTARIAM MINE . HAT IN HIS . W. 43. Ha

### New TWA Super G Constellation! Equipped with Macwhyte "Hi-Fatigue" Control Cable







The new TWA Some G Constellation is one of Lockheed's latest four rugine transport planes for commercial use. Possentel by turbo-compound engines, the transport envises at 335 miles per hour. Messermer 116 feet in length, the aircraft carries 55 nessengers "Hi-Patiene" rable is

Marshyte makes a complete line of sizes and types of "Hi-Fatigue" sircenft control cable in Galvanized, Tinned, and Stainton Steel 198-de Looks Tombinsto for sweeter are manufactured according to management standards. Terminals may be purchosed loose or attached.

For illustrated information on Cable. Terminals

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### WHO'S WHERE INDUSTRY ORSERVER

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### AVIATION WEEK

### Talbott Business Connection Questioned

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### AVATION WEEK, July 25, 1995

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### LETTERS

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No Time Travelers

Boeing DC-8?

Fast Filter Changes on the F-100 with Marman V-Band Coupling and Aeroquin Hose Lines



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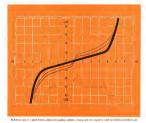
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